

who have declared it as one of accidental fall from the train.

DR. A. N. BOSE: Was any enquiry made as regards the accident, and how did that accidental fall occur?

SHRI S. V. RAMASWAMY: Sir, there was a full enquiry. What happened was this. This Sainik seems to have reported in the first instance to the Goods Clerk that the man fell down. Subsequently he seems to have told somebody else to the same effect. It was an accidental fall. On checking it was found that it was not a case of stabbing, because the post mortem examination disclosed that there was no stabbing mark at all. What seems to have happened is there was some rush and when there was a scramble for space, he fell down accidentally.

SHRI TAJAMUL HUSAIN: Are Government aware that crimes of stabbing on the Railways have occurred frequently during the last three years, and if so, what is the number of such cases?

SHRI S. V. RAMASWAMY: Sir, this is a general question and it goes beyond the scope of the original question.

MR. CHAIRMAN: Quite right.

DR. A. N. BOSE: Was any other similar case of stabbing or of assault on checkers reported from this route?

SHRI S. V. RAMASWAMY: Sir, this is not a case of any checker; but this relates to a Sainik who was going...

DR. A. N. BOSE: Sir, was there any case reported about assault or stabbing against any checker or any member of the police force?

SHRI S. V. RAMASWAMY: I would require notice, Sir.

COACHES FOR ELECTRIC TRAINS

*5. DR. A. N. BOSE: Will the Minister of RAILWAYS be pleased to state whether coaches for electric

trains are built in India or they are imported from abroad? If they are imported—

(a) what is the amount of foreign exchange consumed by them during the last financial year; and

(b) whether there is any plan under Government's consideration to build such coaches in India?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): Coaches for electric trains are at present being manufactured partially in India by M/s. Jessop & Co., Calcutta. In the past, these coaches have been imported.

(a) No order was placed during 1957-58 for import of these coaches. Foreign exchange consumed in 1957-58 against orders placed earlier is Rs. 4-35 crores.

(b) In order to develop the manufacture of electric multiple unit coaches in India M/s. Jessop & Co., Calcutta, have been given an order for part manufacture of 104 coaches. This firm is expected to develop manufacturing capacity for 50 to 60 coaches per year. The manufacture of electric traction equipment for these coaches at the Heavy Electrical Project, Bhopal is under consideration.

DR. A. N. BOSE: Is there any plan for manufacturing these coaches in the Perambur Factory?

SHRI S. V. RAMASWAMY: No.

DR. A. N. BOSE: What is the difficulty in manufacturing these in that factory?

SHRI S. V. RAMASWAMY: Because Perambur is meant for something else. The technique involved in this is different.

SHRI JASWANT SINGH: May I know from which countries these coaches are imported?

SHRI S. V. RAMASWAMY: Some i were imported from Japan, some from Italy and some have come from Ger- | many and Switzerland also.

SHRI JASWANT SINGH: Are the prices more or less the same from lhe different countries?

SHRI S. V. RAMASWAMY: The prices are different. This is for the Bombay area that I have got:

From Messrs. Breda Ferroviaria, Sesto S. Gioganni, Milano, Italy, we •rdered 12-four coach units B.G. They were for £981,000 for a total of 50 coaches. From Messrs. Nippon Sharya Seizo Kaisha Ltd. Japan, we ordered 12-four coach units B.G. We have paid £975,000 for a total of 50 coaches. From Messrs. Hitachi Ltd., Japan we ordered 6-four-coach units B.G. In all 24 coaches. It was for £461,400.

SHRI JASWANT SINGH: May I know how these prices compare with local prices?

SHRI S. V. RAMASWAMY: We are yet to manufacture them.

MR. CHAIRMAN: What he wants to know is how the prices compare with the local rate here.

SHRI S. V. RAMASWAMY: Jessops have not yet gone into production. So we don't know the cost.

DR. R. B. GOUR: May I know if there was any proposal to manufacture these coaches in the Hindustan Aircraft Limited and if so, what has happened to that proposal?

SHRI S. V. RAMASWAMY: The Hindustan Aircraft is only for passenger coaches. There was no proposal for electrical coaches.

SHRI N. RAMAKRISHNA IYER: There is an imminent need for replacing some electrical coaches in the Southern Railway. Is the Government attending to that?

SHRI S. V. RAMASWAMY: I am sorry, I could not catch the question.

MR. CHAIRMAN: He suggests that there is imminent need for replacing some electrical coaches in the Southern Railway. Is the Government doing anything in the matter?

SHRI S. V. RAMASWAMY: It is a suggestion for action. We shall look into it.

DR. R. P. DUBE: The Minister replied that since the coach is not yet being made by Jessops, he does not know the price. Has the Government given the contract without any estimate of the price?

MR. CHAIRMAN: He says that Jessops are still to produce it but asks: Have you given the contract without fixing any price at which they are to supply the coaches?

SHRI S. V. RAMASWAMY: The price of the first 50 coaches (16 plus 2 motor coaches and 32 trailer coaches) for which orders have been placed is Rs. 2,04,08,000. The price of the balance, 54 coaches, is to be Rs. 2,15,78,400.

DR. R. P. DUBE: Now I want to know how local prices compare with those of imported coaches.

MR. CHAIRMAN: You work out the sum.

DR. RAGHUBIR SINH: In what respect these electrical train coaches are different from the ordinary coaches?

SHRI S. V. RAMASWAMY: One is electrical and the other is ordinary.